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South Carolina Air National Guard

Periodic History from 1 January 1990 to 31 December 1995

**169th Fighter Wing/HO
McEntire Air National Guard Station
Eastover, S. C. 29044**

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of the
South Carolina Air National Guard
1 January 1990 - 31 December 1995

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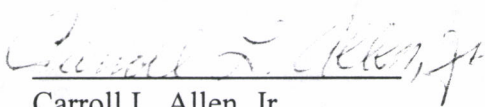
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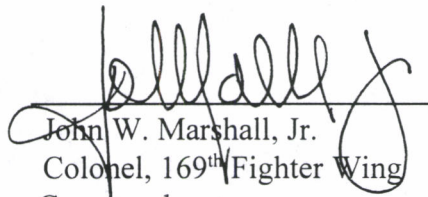
History
of the
South Carolina Air National Guard
1 January 1990 - 31 December 1995

Narrative

Assigned to
Ninth Air Force, Air Combat Command

Stationed at
McEntire Air National Guard Station, South Carolina


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Tech Sergeant, SCANG
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F O R W A R D

This is a summarized, unclassified history of the South Carolina Air National Guard (SCANG) for the period 1 January 1990 to 31 December 1995. Three chapters covering the Persian Gulf War, the unit's conversion to the F-16C aircraft and the reorganization of the SCANG were written. These events were chosen for their major, universal impact upon the organization and its people during this five year period. A chronology was compiled to list events affecting units and individuals assigned to the South Carolina Air Guard.

With this document the historian will bring the SCANG's history program up to date from the last history written in 1989. While concise the 1990-1995 history presents a broad summary of events affecting the South Carolina Air Guard, its units, and people.

Chronology

(U) South Carolina Air National Guard

(1 January 1990 to 31 December 1995)

<u>1990</u>	<u>Event</u>
February	Eight 157 TFS F-16s deployed to the Combat Readiness Training Center (CRTC), Gulfport, Mississippi to participate in a DCO orientation of a new ACMI range complex. 157 TFS flew eight air-to-air missions.
March	<p>169 Tac Clinic received an "Excellent" from the Air Force Inspector General's Office on its Health Services Readiness Inspection (Red Flag) at McEntire ANGB, Eastover, South Carolina.</p> <p>Four 157 TFS F-16s deployed to Shaw AFB, Sumter, S. C., in support of a live bomb drop at Fort Benning, Georgia. Unit flew four missions and dropped eight BSU-49 bombs.</p> <p>240th CCS sent 140 personnel to CRTC, Gulfport, Ms., from 30 Mar 90 to 14 Apr 90 for annual training with the 226 CCG. Air traffic controllers went in support of exercise "Century Vigilance". 240th personnel rotated to Gulfport until Aug 90 for "Century Vigilance".</p>
April	<p>Five 157 TFS F-16s deployed to Savannah, Ga., for exercise "Quick Force 90-2". Unit flew 20 Red Air missions against tankers and AWACS aircraft. 157th also flew four missions from McEntire ANGB, S. C.</p> <p>169th CES sent 130 members to Eglin AFB, Florida for Base Recovery After Attack Training (BRAAT). 169th Services Flight also deployed to run mobile field kitchen for the exercise. BRAAT was performed in conjunction with an Alaskan AF reserve unit.</p>
May	<p>Four 157 TFS F-16s and five pilots sent to Springfield, Illinois for Mulex 90 exercise. Unit flew 16 air-to-air and air-to-ground low level/surface attack missions.</p> <p>MSgt. Tina Marie Scott became first female First Sergeant in SCANG history. Scott was appointed 169th Mission Support Sq. First Sergeant.</p> <p>Six 157 TFS F-16s and 18 pilots deployed to Tyndall AFB, Fl., for 56 Dissimilar Air Combat missions against F-15s on ACMI range. Unit deployed from 27 May to 8 June.</p>
September	Operational Readiness Inspection (ORI) canceled and annual training held at McEntire ANGB, from eight to 21 September.
November	SCANG called to active duty for the Persian Gulf War. (See Chapter I)

Chronology

(U) South Carolina Air National Guard

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<u>1991</u>	<u>Event</u>
March	169 CES deployed to Belize for the National Guard Bureau's Nation Building Program. The unit constructed several facilities.
May	169 TFG and 24 F-16As of the 157 TFS return from Al Karj AB, Saudi Arabia where they were assigned during the Persian Gulf War. (See Chapter I)
June	<p>Eight 157 TFS F-16s are deployed to Tyndall AFB, Fl. for TAC Weapons System Evaluation Program (WSEP). Unit fired 12 AIM-9 missiles.</p> <p>"SCANG Appreciation Day" held at Weston Lake, Ft. Jackson, S. C. to mark end of unit's participation in the Persian Gulf War.</p> <p>Brig. Gen. Robert H. Morrell died June 30. Morrell was the first officer in the SCANG when the unit was formed in 1946. He was the SCANG's second commander from 1961 until his retirement in 1976.</p> <p>169 MSF performed its annual training at Patrick AFB, Florida with the 2179 Communications Group.</p>
July	<p>SCANG participated in the City of Columbia, S. C. 's "Freedom Week" parade, 3 July. 157 TFS pilots flew a four ship flyover and the parade also featured the 12 S. C. Army National Guard units activated for the Persian Gulf War.</p> <p>157 TFS took eight F-16As, 13 officers and 61 enlisted personnel to Tyndall AFB, Fl. 21-27 July for a WSEP and Dissimilar Air Combat Mission sorties. Unit fired 12 missiles.</p>
August	<p>169 CES personnel sent to Rygge Main Air Station, Norway, 4-17 August, to train Norwegians on rapid runway repair techniques.</p> <p>240 CCS received Air Force McClelland Award, its highest communications award. Award recognizes one communications-computer organization for excellence in support of Air Force missions.</p>
November	SCANG recruiter Inez Benjamin became the first woman member to be promoted to Senior Master Sergeant.
December	<p>157 TFS sent four F-16As to participate in "Aeroferia 91", the first international air show ever held in Asuncion, Paraguay. The unit deployed from 9-15 Dec.</p> <p>240 CCS and 169 MSF received an "Outstanding" on their 18 month TAC Hqs. communications security (COMSEC) inspection.</p>

Chronology

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1992

Event

- February 157 TFS instructor pilots participated in the Dutch Weapons Instructor Course. Pilots applied lessons learned from the Persian Gulf War.
- MSgt. Archie S. Thorpe, Jr. named SCANG NCO-of-the-Year. Thorpe retired after February's UTA. He was the only SCANG member to participate in all three of the unit's activations: Korea in 1950, Berlin Crisis in 1961 and Persian Gulf War in 1990. Thorpe served in the SCANG from 1949 to 1966 and from 1976 until 1992.
- March Bronze Stars were awarded to Lt. Col. Edwin W. Fisher, Lt. Col. Charles E. Savage, Maj. Russell A. Rushe, CMSgt. Joseph F. Kopack and CMSgt. Thomas A. Marshall for their service in the Persian Gulf War.
- April 169 Tac Clinic Commander, Col. Gerald E. Harmon traveled to Guinea, Africa as the deployed commander for the New York Air Guard. While in Africa, Harmon delivered by Cesarean operation a baby boy using only a scalpel, no general anesthesia, no running water and in an unsterile environment.
- May 169 TFG hosted the ANG Readiness Center's Site Activation Team to plan the 169th's conversion from the F-16A/B to the F-16C/D fighter aircraft.
- 169 MSF performed annual training at Patrick AFB, Fl. with active duty units.
- June Forty 169 CES and 12 169 FDS personnel deployed to Eielson AFB, Alaska for annual training.
- The 157 TFS sent six F-16As and 71 people to Tyndall AFB, Fl. for WSEP. Unit fired eight missiles against airborne drones during the 6-13 June deployment.
- July SCANG deployed to CRTC, Travis Field, Savannah, Ga. for annual training from 25 July until 7 August. This "summer camp" marked the first time that the SCANG trained with active duty members of the United States Marine Corps (Co. A, 8th Communications Battalion, Camp Lejeune, N. C.)
- August 169 Tac Clinic deployed to Davis-Monthan AFB, Tuscon, Az., 23-29 Aug. to fulfill Air Force requirement of performing five annual training days in an active duty ACC hospital.
- September From 3-20 Sept., the 157 TFS deployed to Nellis AFB, Las Vegas, Nevada for Air Warrior 92-12 exercises. The 157th sent eight F-16As, 15 officers and 70 enlisted personnel to fly close support missions for the United States Army at the Army National Test Center, Ft. Irwin, California. The unit flew 144 sorties dropping live MK-82 and MK-84 bombs and firing seven Maverick missiles.
- October Phelps-Collins ANGB, Alpena, Michigan was the site of a 157 TFS deployment of four F-16As from 5-9 Oct. The 157th flew 26 adversary air missions in support of the 9th AF Inspector General's ORI of the 112 FS.

1992 Continued:

December Col. Gerald E. Harmon, 169 Tac Clinic Commander, received the Outstanding Air National Guard Medical Corps Officer Award for FY 91-92.

Ninth AF Stan/Eval awarded the 169 TFG an overall excellent for its QAFA. Four 169 TFG inspection areas were rated , "Best in 9th AF Gained Units" and 14 areas were deemed, "Models for 9th AF Gained Units."

On 9 December 1992, the late General Barnie B. McEntire, SCANG's first commander was inducted into the South Carolina Aviation Hall of Fame in Columbia, S. C.

Chronology
(U) South Carolina Air National Guard
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1993

Event

January

Reorganization of the SCANG is announced. The 169 TFG with four squadron deputies will become the 169th Fighter Wing (FW) with three Group deputy commanders and the 240th CCS and 169th Medical Squadron assigned.

The last SCANG member to serve in the 1950 Korean War callup, MSgt. William E. Page retired on 19 January with 43 years service.

April

Albert W. "Rick" Wright, Jr. enlisted in the SCANG's 169th Consolidated Aircraft Maintenance Squadron (CAMS). Wright was the third generation of his family to join the SCANG. Wright's father, TSgt. A. W. Wright and grandfather, CMSgt. William A. Wright, Jr. both retired from the 169th CAMS.

May

The 157 TFS sent eight F-16s, 13 pilots, and 37 personnel from CAMS, life support, operations and the Fire Department to Phelps-Collins ANGB, Alpena, Michigan for operation "Ready Wolverine 92-3". From 9 to 15 May, the unit flew eight sortie a day adversary missions against other Guard units flying A-10s (Illinois), F-16s (Arkansas) KC-135s (Pennsylvania), and C-130s (Texas). The exercise also included four sortie a day missions dropping Mk-82 bombs and mid-air refueling.

June

SCANG held an Open House at McEntire ANGB with 8,000 visitors attending. The event was covered by the local news media and featured static displays and aircraft demonstrations.

July

Thirty-one 169th SPS members attended Desert Warfare School training (Silver Flag) at Indian Springs, Nevada from 5-19 July.

The 169th CES sent 20 personnel to Eielson AFB, Fairbanks, Alaska from 25 July to 7 August for annual training.

August

From 16-21 August, the 157th TFS participated in exercise "Ready Olympiad" at CRTC Savannah, Georgia. A total of 60 SCANG people and six F-16s were assigned to the National Guard Bureau exercise.

The 169th Tac Clinic participated in Medical Red Flag training at Alpena, Michigan.

September

SCANG held its annual training at Travis Field, Savannah, Georgia with 526 personnel and 18 F-16s. Major Richard G. Williams was awarded the Air Medal for saving his F-16A aircraft after sustaining a mid-air canopy strike from a 4.5 pound turkey vulture.

October

Two flight examiners from the 157th TFS flew all check flights for the Air Education and Training Command (AETC) Inspector General 4-9 October. AETC conducted its first inspection of an F-16 replacement training unit at the 162nd FG, Tucson, Arizona.

SCANG's 169th Mission Support Flight was deactivated.

1993 Continued:

- November The 157th TFS supported the 9th Air Force Inspector General's Operational Readiness Inspection (ORI) of the 110th FG, Battle Creek, Michigan from 1-6 November. SCANG provided six F-16s and personnel to the 9th AF for the ORI at Phelps-Collins ANGB, Michigan.
- December Eight F-16s and 60 members of the 183rd FG, Illinois ANG spent 7-17 December on McEntire ANGB flying eight sortie per day aggressor missions in a United States naval fleet exercise off the South Carolina coast.

Chronology
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1994

Event

January	On 4 January the SCANG began formal training for converting from flying F-16As to flying F-16C/Ds. First four pilots reported to Luke AFB, Arizona for flight training. The first F-16C (A/C No. 91-0404) arrived at McEntire ANGB on 12 January flown by Major Henry Fisher, SCANG's Air Force advisor. The greeting delegation included United States Senators Strom Thurmond (R-SC) and Ernest F. Hollings (D-SC), 9 th Air Force Commander Lt. Gen. Michael A. Nelson and S. C. Adjutant General T. Eston Marchant.
March	The 169 th Mission Support Flight was redesignated the 169 th Communications Flight. The 169 th Civil Engineering Squadron was redesignated the 169 th Civil Engineer Sq. The 169 th Mission Support Squadron was redesignated the 169 th Mission Support Flight.
April	<p>Congressional staff from Senators Hollings and Thurmond and each of the state's six Representatives offices visited McEntire ANGB on 5 April. The congressional staff was accompanied by staff from the Air Force Secretary's Office and Headquarters, United States Air Force. Air National Guard Director Major General Donald W. Sheppard visited McEntire ANGB on 26 April for a unit briefing tour.</p> <p>Members of the SCANG and the S. C. Army National Guard visited Albania under the United States National Security Strategy's Joint Military Contact program. The program was designed to help governments develop civilian controlled military forces.</p>
May	<p>Approximately 100,000 people attended SCANG's 1 May air show at McEntire ANGB. The event featured the United States Air Force's Thunderbirds, the United States Army's Golden Knights parachute team, a F-117A "Nighthawk" static display along with static displays of Air Force, Marine Corps and Navy aircraft.</p> <p>The 169th CES sent 50 personnel to Hanscom AFB, Massachusetts for annual training.</p> <p>Air Guard Historian Dr. Charles J. Gross visited McEntire ANGB on 17 May to collect data on the SCANG's participation in the Persian Gulf War.</p> <p>Fort Jackson, Columbia, S. C. Commander, Major General William J. Bolt visited McEntire ANGB to receive a briefing on the SCANG and the S. C. Army National Guard's 51st Aviation Battalion also stationed on the base.</p>
June	<p>An Albanian delegation visited McEntire ANGB 8-12 June for a briefing tour. In return Major Patrick D. O'Leary, 169 FG spent June - July in Tirana, Albania for the "Partnership for Peace" program.</p> <p>SCANG hosted a 32 member NATO Defense Review Committee 23-24 June. The Committee was briefed on SCANGS's Persian Gulf War operation.</p>
August	Chaplain Captain David Sturgeon deployed to Aviano AB, Italy in support of the 126 th ARW, Chicago, Illinois for "Operation Deny Flight".

1994 Continued:

August	169 CES sent 50 people to Hanscom AFB, Massachusetts for annual training. SCANG personnel responded to South Carolina Governor Carroll A. Campbell's call to help the City of Lexington, South Carolina recover from a tornado which struck the city on 16 August. 169 Medical Squadron sent 30 personnel to Comayagua, Honduras for annual training. 169 Security Police Squadron sent 30 people to Kaiserslautern, Germany for annual training to augment the 86 Security Police Squadron.
October	169 Medical Squadron received an "Excellent" on its Health Services Inspection from the Air Force Inspection Agency, Kirtland AFB, New Mexico.
November	The last F-16As left McEntire ANGB, on 18 November. The aircraft were sold to Israel under the "Peace Marble Program".

Chronology
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1995

Event

January

Major Lindsey O. Graham, 169 TFW Staff Judge Advocate, became the United States Congressional Representative from the third South Carolina district. A SCANG member since 1989, Lindsey was elected to Congress on 4 November 1994.

Major General Stanhope S. Spears was sworn in as Adjutant General for South Carolina succeeding retiring Major General T. Eston Marchant.

February

Brig. Gen. Irene Trowell-Harris visited McEntire ANGB for Black Heritage Week. An Aiken, South Carolina native, Harris was the first black female general in the Air National Guard.

SCANG's first deployment with F-16C aircraft took place at Tyndall AFB, Florida. The 157 FS sent 60 people and aircraft for WSEP training. The unit fired four AIM-9 and four AIM-120 missiles and flew 70 DACT sorties.

Ms. Alice W. W. "Tally" Parham of Greenville, South Carolina became the SCANG's first female F-16 pilot candidate. A Princeton University graduate, Parham was a law student at the University of Virginia when she was selected for pilot training. Her father, James C. "Poss" Parham was a SCANG pilot in the late 1950s and early 1960s.

The 157 FS relocated its 21 F-16Cs and one C-130 to Shaw AFB, Sumter, S. C. The aircraft were relocated due to resurfacing of McEntire ANGB's runway, taxiways and ramp. McEntire's runway lighting was also replaced.

April

The 157 FS deployed to Nellis AFB, Las Vegas, Nevada for the "Long Shot" training competition from 27-29 April.

May

Camden, S. C. and North Field, North, S. C. were the deployed sites for the 240th CCS communications exercise with the South Carolina Army National Guard and Fort Gordon, Augusta, Georgia active army units. The Camden deployed site commander was MSgt. Tim Treaster and the North Field deployed site commander was SMSgt. Joe Wilson.

McEntire ANGB hosted active duty army and Army National Guard units for a worldwide communications exercise called "Grecian Firebolt". Deployed to McEntire were the 108th Signal Battalion, SCARNG, 114th Signal Company, SCARNG, Company A, 67th Signal Battalion, Fort Gordon, and SCANG's 240th CCS.

June

Lt. Col. Sammuel L. Finklea, III returned from a six month tour of duty in Albania under the United States Department of Defense's "State Partnership Program".

1995 Continued:

July The 157th FS returned to McEntire ANGB after being relocated to Shaw AFB, Sumter, South Carolina because of runway repairs.

Travis Field CRTC, Savannah, Georgia was the site of SCANG's annual training. The unit experienced a crash landing of a F-16C due to a tire puncture. The aircraft skidded off the runway upon landing but did not sustain major damage or loss of life.

August Col. James McFarland, the State Air Surgeon, along with 10 SCANG personnel which included one fireman and one security policeman, participated in exercise "Archangel". Archangel was a mass casualty training held in St. Louis, Missouri.

October McEntire ANGB's name was changed to McEntire Air National Guard Station (ANGS) on 1 October.

The 240th CCS and 169th Communications Flight received an "Outstanding" from Air Combat Command inspectors during the ACC's "COMSEC" inspection at McEntire ANGS.

The 157th FS deployed to Nellis AFB, Nevada for the Air Force's "Gunsmoke" competition.

Lt. Col. James C. Chow won the 1995 Air National Guard (ANG) Medical Corps Officer-of-the-Year Award. Major Janet F. Noble won the ANG's Outstanding Medical Services Officer-of-the-Year Award and First Lieutenant Karl S. Bowers, Jr. won the Young Healthcare Administrator-of-the-Year Award. The awards were presented at the Association of Military Surgeons of the United States annual conference in Anaheim, California. The three SCANG Guardsmen are assigned to the 169th Medical Squadron.

Chapter I

The Persian Gulf War

(U) **Introduction:** During calendar year 1990, the 169th Tactical Fighter Group (TFG) prepared for a North Atlantic Treaty Organization (NATO) tactical evaluation to be held at Rygge Air Base (AB), Norway. The September scheduled evaluation was to be the first for any Air National Guard unit when Iraq invaded Kuwait in August, 1990. The evaluation was canceled and an Operational Readiness Inspection (ORI) was scheduled for February, 1991. In November, 1990 the 169th was notified by Tactical Air Command (TAC) to prepare for deployment to Saudi Arabia for Operation Desert Shield. The ORI was canceled.¹

(U) **Deployment:** During the November Unit Training Assembly (UTA) on the first weekend of the month, CMSgt. Gerald Stoudemeyer and MSgt. Jackie LeMacks, 169th Consolidated Aircraft Maintenance Squadron (CAMS), traveled to TAC headquarters at Langley AFB, Va. The trip's purpose was to receive information on the compatibility of the F-16A and F-16C to operational conditions in the Desert Shield theater of operations.²

(U) Following this initial contact a National Guard Bureau (NGB) "Ready Team" from Washington, D. C. visited the SCANG at McEntire Air National Guard Base (ANGB), Eastover, S. C., 15 miles east of Columbia, S. C. The team's purpose was to determine the SCANG's needs for a deployment to a "bare base" located in a remote area. During its one week visit, the team covered such topics as: airlift requirements, Avionics Intermediate Shop (AIS) test station, Electronic Counter Measures (ECM) pod and Time

¹ Rpt (U), "South Carolina Office of the Adjutant General Annual Report 1990-1991," 15 Oct 91, p. 91. **SD-I**

² Hist (U), SCANG, 169 CAMS, Al Karj AB, S. A., "Operation Desert Storm, A History of the Squadron's Operations during the Persian Gulf War, January to May, 1991," p. 2. **SD-I**

Compliance Technical Order (TCTO) engine needs. Additionally, the team discussed the 169th TFG deploying in conjunction with the 174th TFG, New York Air Guard, Syracuse, N. Y.³

(U) On the Monday preceding Thanksgiving Day 1990, SCANG officials met with CENTAF Rear operations personnel at Langley AFB. SCANG staff received a briefing on the location and concept of operations for the 169th and 174th TFGs' participation in Operation Desert Shield. During the same week, the SCANG's 240th Combat Communications Squadron, the 169th Security Police Flight and the 169th Services Flight were activated. Eventually the Security Police Flight deployed to Jeddah, Saudi Arabia apart from the main body of SCANG personnel.⁴

(U) One officer and 26 enlisted personnel from the 169th Services Flight departed McEntire ANGB on 30 November 1990 for Saudi Arabia. This group represented the first contingent of SCANG personnel to deploy to Al Karj AB, Saudi Arabia, located approximately 60 kilometers southeast of that nation's capital, Riyadh. Assigned to the Fourth Tactical Fighter Wing (Provisional) {4th TFW(P)} this group began the task of providing lodging and meals in a bare base operation. After beginning work in mobile kitchen trailers, the 169th personnel would operate from two Harvest Eagle Kitchen tents able to feed 5,000 people.⁵

(U) On the first weekend in December during its monthly UTA, SCANG personnel learned that the 157th Tactical Fighter Squadron (TFS) and 169th CAM Squadron had been put on alert. All SCANG personnel gathered in the base hangar to hear 169th TFG Commander, Lieutenant Colonel Jerry H. Risher notify everyone of the

³ *Ibid*, p. 2. **SD-I**

⁴ *Ibid*, p. 2. **SD-I**

⁵ Rpt (U), "South Carolina Office of the Adjutant General Annual Report 1990-1991," 15 Oct 91, p. 100. **SD-I**

alert status and the 169th Services Flight deployment. During that UTA, SCANG personnel began mobility processing in preparation for deployment and assignment to the 4th TFW (P), Al Kharj AB, Saudi Arabia. Elements of the 240th CCS began deploying on 7 December 1990 to Al Karj AB., Saudi Arabia.⁶

(U) From the UTA until activation, SCANG's full time technician maintenance force implemented engine TCTO and time change items, conducted phase inspections, and reviewed manning documents. Prior to Desert Shield the SCANG's F-16s operated without ECM pods. Full time United States Air Force (USAF) personnel were assigned during this period to train SCANG personnel on the use and repair of the 28 pods received.⁷

(U) CAM members reviewed Unit Tasking Codes (UTC) for the aviation package, munitions support, and 30 day follow-on personnel were studied for tasking needs. CAMS also received an AIS mobile test facility and assembled "A" and "C" bags containing chemical warfare and other equipment needed for deployment. Personnel rosters were scrutinized to determine if any required positions were vacant due to a lack of qualified personnel. During this period SCANG personnel traveled to Seymour Johnson AFB, Goldsboro, N. C. to discuss deployment and mobility issues with activity duty members. While there SCANG personnel received a sketch of the deployment location, Al Kharj AB, Saudi Arabia.⁸

(U) On 21 December 1990, SCANG personnel began receiving notification to report for active duty on 25 December. Due to the Christmas Day activation, personnel reported to McEntire on 26 December. For the 157th FS, the activation represented the first Air Guard fighter squadron called to active duty for the middle east crisis. The first

⁶ Hist (U), SCANG, 169 CAMS, Al Karj AB, S. A., "Operation Desert Storm, A History of the Squadron's Operations during the Persian Gulf War, January to May, 1991", P. 3. **SD-I**

⁷ *Ibid*, p. 3. **SD-I**

⁸ *Ibid*, p. 3. **SD-I**

group of 180 people to depart for Al Kharj gathered at McEntire ANGB on 28 December. This "Leading Edge" group left Shaw AFB, (located in Sumter, S. C., 35 miles east of Columbia, S. C.) aboard a C-141 aircraft on the morning of 29 December with CMSgt. James Bowie, 169th CAMS, as troop commander. Other elements of the leading edge group departed McEntire the same morning aboard three C-130 aircraft bound for Seymour Johnson AFB. From Seymour Johnson the group boarded two KC-10 air refueling aircraft for the nonstop flight to Al Kharj AB. These aircraft provided refueling support and command and control for the McEntire F-16s during its deployment flight.⁹

(U) During the afternoon of 29 December, 24 SCANG F-16As took off from McEntire for the 15.5 hour flight to Al Kharj. The launch was accomplished by members of the Alabama Air Guard, Dannelly Field, Alabama and the aircraft were grouped into four cells of six F-16s each spaced 30 minutes apart. Aircraft No. 289 returned to McEntire due to a stuck oxygen valve regulator and was replaced by aircraft No. 532. Aircraft 532 was one of eight spares leaving with the 157th's original 24 F-16s. After a direct flight using 11 air refuelings, 22 of the aircraft landed at Al Karj on 30 December 1990. One F-16 experienced an in-flight generator failure and accompanied by a "sympathy" aircraft made an emergency landing in Egypt. The two F-16s arrived at Al Karj AB on 2 January 1991.¹⁰

(U) After 30 December 1990, SCANG personnel left McEntire in 22 separate groups with the final group scheduled to arrive at Al Karj 10 to 14 days after the Leading Edge group departure. Flying from Shaw AFB on C-141s, the groups began leaving for Saudi Arabia on 9 January 1991 with the last group arriving at Al Karj on 16 January.

⁹ Hist (U), SCANG, 169 CAMS, Al Karj AB, S. A., "Operation Desert Storm, A History of the Squadron's Operations during the Persian Gulf War, January to May, 1991," p. 3. Rpt (U), South Carolina Office of the Adjutant General Annual Report 1990-1991, 15 Oct 91, p. 92. **SD-I**

¹⁰ Rpt (U), SCANG, "Executive Summary 157TFS/169TFG Desert Shield/Storm," Dec 91, p. 33. Hist (U), SCANG, 169 CAMS, Al Karj AB, S. A., "Operations Desert Storm, A History of the Squadron's Operations during the Persian Gulf War, January to May 1991," p. 4. **SD-I**

The last group experienced a four day delay in Torrejon AFB, Madrid, Spain due to aircraft repairs. A 30 day "follow-on" group arrived in Saudi Arabia on 4 February bringing the SCANG up to its required strength for the war time operation. Lt. Col. John W. Marshall, Jr. commanded the 157 TFS during Operation Desert Shield/Desert Storm. The 169th CAMS served as a part of the 157 TFS while on active duty. Lt. Col. Jerry H. Risher, 169th TFG Commander, served as the Assistant Director of Operations (F-16) for the 4th TFW (P). Lt. Col. W. Stewart Teer commanded the 240th CCS during this period.¹¹

(FOUO) **Combat Operations:** For Operation Desert Shield/Desert Storm, the SCANG deployed 24 F-16As, 42 pilots and 757 personnel. During combat operations from 17 January to 28 February 1991, the unit flew 1,359 (2,786.7 hours) air-to-ground sorties and dropped 3,958,884 pounds of ordnance while assigned to the 4th TFW (P). After the ground war ended on 28 February until 17 May, the 157th flew 391 combat air patrol missions over Iraq.¹²

(FOUO) During air combat operations the SCANG had 30 sorties canceled to maintenance and 92 to weather. Of 1,481 sorties scheduled, 1,359 were flown, a 97.8% effectiveness rate. Nine ground aborts and 1.3 air aborts occurred during war time operations. The 169th CAMS achieved an overall Fully Mission Capable (FMC) Rate of 87.1% and a Mission Capable (MC) Rate of 89.1% with a Break Rate of 20.7% during the war. ¹³

¹¹ Hist (U), SCANG, 169 CAMS, Al Karj AB, S. A., "Operation Desert Storm, A History of the Squadron's Operations during the Persian Gulf War, January to May, 1991," p. 4. **SD-I**

¹² Rpt (FOUO), SCANG, 169 TFG/MA, P.A.K.-2, Monthly Maintenance Summary, "Desert Storm Edition," undt., p. 5. Rpt (U), 157FS/169TFG, "Executive Summary, 157TFS/169TFG, Desert Shield/Storm," 1991, p. 1. **SD-I**

¹³ Rpt (FOUO), SCANG, 169 TFG/MA, P.A.K.-2, Monthly Maintenance Summary, "Desert Storm Edition," undt., p. 5. **SD-I**

(U) Ordnance types expended during the war included 64 CBU-52s, 102 CBU-58s, 332 CBU-87s, 1,570 MK-82s, 1,538 MK-84s, 30 AGM-65Ds and 10,763 rounds of 20 MM bullets. No aircraft, pilots or ground personnel were lost during the entire operation.¹⁴

(U) **Summary:** SCANG members began returning to McEntire ANGB in March with the 157 TFS and its 24 F-16s returning on 18 May 1991 without incident. The remaining members of the 169th TFG and 240th CCS returned by June, 1991. Personnel from the 240th were activated on 28 November 1990 and deployed to Al Kharj by 19 December. During the SCANG's deployment to Saudi Arabia, Lieutenant Colonel Robert P. Smart served as McEntire ANGB's base commander.¹⁵

(U) In Desert Storm CAMS experienced four major problem areas: War Readiness Spares Kit capability, additional munitions equipment and personnel needs, establishing its SASE facilities and getting a wing-tank build-up operation underway. The first day of flying operations before the war in the desert found CAMS with seven ground aborts because of Emergency Power Unit (EPU) problems. The EPU problem was solved for the duration of the war when a valve change was made to the equipment.¹⁶

(U) For maintenance the three most important lessons learned during the war included: That Guard units should have ECM pod capability during peace in order to be thoroughly trained for war. That during peace better spouse/family involvement needs to occur so family members can understand and accept the commitment Guard members

¹⁴ Rpt (U), 157TFS/169TFG, "Executive Summary, 157TFS/169TFG, Desert Shield/Storm," 1991, p. 1. **SD-I**

¹⁵ Rpt (U), South Carolina Office of the Adjutant General, "Annual Report 1990-1991," 15 Oct 91, pp. 92, 100. Hist (U), SCANG, 169 CAMS, Al Karj AB, S. A., "Operation Desert Storm, A History of the Squadron's Operations during the Persian Gulf War, January to May, 1991," p. 78. Rpt (U), 157TFS/169 TFG, "Executive Summary, 157tFS/169 TFG, Desert Shield/Storm," 1991, p. 1. Ltr (U), Maj. Gen. T. Eston Marchant, TAG, to All SCNG Personnel, 28 Dec 90. **SD-I**

¹⁶ Hist (U), SCANG, 169 CAMS, Al Karj AB, S. A., "Operation Desert Storm, A History of the Squadron's Operations during the Persian Gulf War, January to May, 1991," p. 5. **SD-I**

must make. That the age and medical status of Guard members, especially those over 50 years of age, need to be examined before committing them to a harsh environment such as Saudi Arabia. Planning for airlift during deployment and redeployment was another problem noted by CAMS. People and equipment were shipped piecemeal causing manpower and equipment shortages prior to the war and hardship and resentment after the war.¹⁷

(U) Desert Storm taught CAMS that continued realistic and challenging wartime training is essential for wartime tasking. Peacetime priorities and needs should not take precedence over wartime training and that aircraft, equipment and personnel should be kept at a continued state of readiness.¹⁸

(U) The fighter squadron learned that the military should not take a long time between alerting personnel and actually activating them. Too long a time puts a strain on Guard members families and employers. The NGB Ready Team was praised for its efforts during Operation Desert Shield/Storm along with the training Guard members receive. The fighter squadron recommended that commanders dictate tactics based on threat, tanker acquisition and bomb damage assessment.¹⁹

(U) For top three lessons learned, the 157TFS cited redeployment from Saudi Arabia as lacking in planning and that leaders left before troops returned home. Since an entire Guard unit trains together the squadron recommended that it deploy together and not be broken up. The unit also recommended that when a base has more than 40% Guard personnel assigned, the vice commander should be a guardsman.²⁰

¹⁷ Rpt (U), 157TFS/169TFG, "Executive Summary, 157TFS/169TFG, Desert Shield/Storm," 1991, pp. 10-11. **SD-I**

¹⁸ *Ibid*, p. 10. **SD-I**

¹⁹ *Ibid*, p. 7. **SD-I**

²⁰ *Ibid*, pp. 8, 34. **SD-I**

Chapter II

Conversion to F-16C/D Model Aircraft

(U)**Introduction:** On 1 April 1994 the South Carolina Air National Guard (SCANG) began its conversion from flying F-16A/B (Block 10) fighter aircraft to the newer model F-16C/D (Block 52) fighter aircraft. The conversion required the SCANG to reduce its force from 24 airplanes to 18 and be operationally ready by 31 March 1995. A Site Activation Task Force (SATAF) with eight working groups was formed to assure timely availability of all necessary resources for the conversion.¹

(U) SATAF's objectives were to have a safe and successful conversion, keep costs to a minimum, assess the impact of potential late resources, formulate alternative support procedures, provide guidance and information, and to keep communications open. SATAF began its work on 8 November 1993 with an inbriefing and concluded with an outbriefing on 9 November 1993.²

(U) Summarizing SCANG's ability to convert to the F-16C, SATAF rated all areas as satisfactory except for maintenance training which was rated as marginal. Maintenance personnel were cited for their motivation and qualifications which would insure a successful and timely conversion. Training was considered to be on track for the conversion except for the quick engine information management course which

¹Rpt. (U) Maj. Jim Demeritt, Air National Guard Readiness Center ANGRC/XPP, "SATAF III 169 FG McEntire ANGB, F-16C/D Block 52, 8-10 Nov 93, pp. 2-4. **SD-I**

²*Ibid*, pp. 5-6. **SD-I**

received the marginal rating. This last item was considered a "high risk" which needed to be worked out for the conversion.³

Operations, plans and programs, support equipment, spares, and facilities were all rated satisfactory by SATAF. Space requirements in the engine shop were examined to determine if enough floor space was available to handle the P&W-229 jet engine. The operations building was deemed inadequate to handle the addition of aircrew training devices but additional buildings were constructed to handle this contingency. Also, a scheduled 1994 runway resurfacing project was delayed until March, 1995 so as not to impact on the unit during its conversion. In its assessment, SATAF gave SCANG an overall satisfactory rating on its conversion process.⁴

(U) **Conversion:** SCANG projected 42 pilots would be trained to fly the F-16C with initial flight training at Luke AFB, Arizona. This training began on 4 January 1994 with four pilots from the 157th Fighter Squadron. SCANG was faced with the problem that Luke AFB was equipped with Block 42 F-16Cs, a different type of aircraft than the Block 52 being assigned.⁵

(U) To compensate eight pilots also were trained as instructor pilots following their F-16A to F-16C conversion training. To complete the Block 52 training, Lieutenant Colonel George R. Jernigan, III, 169th Fighter Group/DOT developed a training conversion course which was held at McEntire ANG, Eastover, South Carolina.⁶

³ *Ibid*, p. 1. **SD-I**

⁴ *Ibid*, pp. **SD-I**

⁵ Ltr/1 atch (U), LTC George R. Jernigan, III, 169 FG/DOT to ANGRC/DOT, "Training Classes for Conversion," 30 Aug 93. **SD-I**

⁶ *Ibid*. **SD-I**

(U) The course at McEntire contained three tracks for making pilots proficient in the F-16C. Track One covered the handling, engine characteristics and avionics differences between the Block 42 and Block 52 aircraft. Once completed pilots were qualified with the basic procedural and employment procedures of the F-16C, Block 52. Track Two instruction brought pilots up to Mission Support or Mission Ready Status. After completing this track, pilots were proficient in daytime low and medium altitude high threat air-to-air and air-to-surface tactical flying and night time FAM low threat operations. Track Three covered learning to fire the Maverick missile and use of the fire control radar.⁷

(U) **Conclusion:** The SCANG had 120 days to complete Mission Qualification Training for pilots who finished conversion training at Luke AFB. The unit was able to complete this requirement for all 42 pilots by December, 1994. During this training period the unit began its transition from the F-16A to the F-16C with the first C model (Tail No. 91-0404) arriving at McEntire on 12 January 1994. On 18 November 1994 the last F-16As left McEntire ANG for Israel under a military sales program titled Peace Marble.⁸

⁷ SCANG Syllabus F16CJSCTX, (U), "169 FG Conversion Training Course F-16C/D (Block 52)," January 1994, p. 1-2. **SD-I**

⁸ *Ibid*, p. 5-7.

Ltr. /1 atch (U), LTC George R. Jernigan, III, 169 FG/DOT to ANGRC/DOT, "Training Classes for Conversion," 30 Aug 93.

Capt. Les Carroll, "First F-16C presented to the 169 FG," SCANG News, February 1994, p.1.

TSgt.. Carroll Allen, "SCANG says good-bye to the A model," SCANG News, December 1994, p. 1. **SD-I**

Chapter III

Objective Wing Reorganization

Introduction: (U) During federal Fiscal Year 1991, Air Force Chief of Staff General Merrill A. McPeak initiated a major restructuring of the United States Air Force (USAF). This restructuring resulted from force and budget reductions in the Department of Defense. From the end of World War II in 1945 until 1990, the United States had pursued a policy of containment toward the Soviet Union. For the first time in its history, the United States had maintained a large peace time military force and until 1973, had used peace time conscription to fill the military's ranks. In its "Cold War" with the Soviet Union, America had taken the unprecedented steps of raising a large active duty force, negotiating military alliances with foreign nations and stationing many of its forces outside its territory.¹

(U) With the end of the Cold War, the United States began demobilizing much of its active duty force, reducing the size of the defense budget and closing military bases. Since the Air Force had integrated the Air National Guard (ANG) and Reserve forces into its plans, budgets and daily operations, reductions in active duty forces impacted reserve forces as well. For the Air National Guard these reductions were the first sustained cuts in its strength since it was established as a separate reserve component of the USAF in 1947.²

¹

Hist (FOUO), NGB/HO, "History of the Air National Guard, January 1992 - December 1994", March 1996, Information used is unclassified, pp. 4 & 11. **SD-I**

²

Ibid, pp. 1,12,16,17. **SD-I**

(U) McPeak met the challenge of budget and personnel reductions by designing a new force structure for the Air Force. A new "Objective Wing" concept was developed to enable the USAF to operate in an environment of fewer resources and unclear policy direction. This new structure would be the blueprint for both the active and reserve forces as America's foreign policy evolved from the Cold War period.³

Reorganization: (U) In September 1992, Colonel Jerry H. Risher, 169th Fighter Group Commander, announced the South Carolina Air National Guard (SCANG) had been tasked to test the USAF's new unit level organizational structure. SCANG would test the use of a three deputy commander system and the division of maintenance by placing aircraft generation functions into an Operations Group and its remaining functions into a Logistics Group. The purpose of the restructuring was to allow Air Guard units easy assimilation into their gaining major commands during contingency or wartime operations.⁴

(U) This restructuring was the third reorganization of the SCANG in 14 years. On 1 October 1978, the unit was reorganized into a three deputy commander system. In that restructuring Headquarters 169th Tactical Fighter Group was increased in size while the 169th Combat Support Squadron was decreased. The 169th Mobility Support Flight was deactivated as a result since its functions duplicated those of the Support Squadron. The three deputy system remained in effect until 1 July 1987 when the National Guard Bureau implemented a new organization for Air Guard flying wings and groups. Impetus for this reorganization was personnel growth, increased support functions and more day-to-day operations requirements. The 1987 restructuring was noted for the creation of a fourth deputy commander position.⁵

3

Ibid, pp. 47-51. **SD-I**

4

Col. Jerry H. Risher, "Commander's Corner", SCANG News, September, 1992, p. 2. **SD-I**

5

"169 TFG Reorganized", SCANG NEWS, October 1978, p. 2. "NGB Changes Group Military Structure", SCANG News, September 1987, p. 5. **SD-I**

(U) In 1992, the 169th Fighter Group was selected as one of 13 Air National Guard units to test the Air Force's objective wing concept. Implementation of the new organizational structure was scheduled as: 1 Oct 92 - 31 Dec 92 Transition Period, 1 Jan 93 - 30 Sept 93 Test Phase, 1 Oct 93 - 31 Dec 93 Evaluation and 1 Jan 94 Implementation.⁶

(U) The restructuring was guided by ANG Programming Plan 93-1, issued by the Air National Guard Readiness Center (ANGRC). Plan 93-1 called for the SCANG to reorganize itself into a tri deputy commander structure comprising an Operations Group, Logistics Group and Support Group. SCANG also would have a Medical Squadron assigned and the 240th Communications Squadron as a tenant unit on McEntire ANGB. The new structure was designed, "to replace functional perspectives with command orientation, putting responsibility, authority and capability together."⁷

(U) Conversion to the objective wing by the ANG took place in two phases. The first was the retention of ANG flying unit alignment of wings and groups and the new deputy commanders reporting to a flying unit (group) commander rather than designating all such units as wings. This approach allowed all ANG flying units to be organized, staffed and function as "stand alone" wings during peacetime as well as operating individually or integrating with another unit during mobilization.⁸

⁶

Ibid, p. 5. ANG Programming Plan 93-1 (U), "ANG Objective Organization 'Framework For Tomorrow'", ANGRC, undated, pp. A1 & A2. **SD-I**

⁷

ANG Programming Plan 93-1 (U), "ANG Objective Organization 'Framework For Tomorrow'", ANGRC, undated, p. iv. **SD-I**

⁸

Ibid, p. A-1. **SD-I**

(U) The second phase involved the unique structure of the ANG's staffing by part-time guardsmen and full time technicians. This manning environment required further testing and analysis of the organizational placement of the aircraft generation functions. During phase in of the new structure only the 13 designated test units completely redesigned their organizations. All other ANG flying units retained the previous Consolidated Aircraft Maintenance Squadron (CAMS) and Aircraft Maintenance Division structures. Full implementation of the ANG's objective organization as scheduled on 1 January 1994.⁹

Appendix A

(U) South Carolina Air National Guard

Lineage and Honors

(by end state fiscal year, 1 July - 30 June)

Unit Designation:	South Carolina Air National Guard (SCANG)		
Previous Designation:	Same		
Authority:	Sec. 60 National Defense Act (3 June 1916 as amended) WDSNG 325.4 (Air) (PWP) (Gen-31, 24 May 46), 9 December 1946		
Higher Headquarters:	9th Air Force, United States Air Force, National Guard Bureau		
Commanders:	B. G. Francis D. Rogers, Jr.		FY 89-90
	B. G. Phillip L. Latham		FY 90-91 to FY 93-94
	Col. Jerry H. Risher		FY 94-95
Assistant Adjutant Generals for Air:	B. G. James H. Tuten		FY 89-90 to FY 91-92
	B. G. Charles L. Blount		FY 92-93 to FY 94-95
Assigned Units:	SCANG Hqs. :		FY 89-90 to FY 94-95
	169 TFG Hqs.:		FY 89-90 to FY 92-93
	157 TFS	169 CAMS	
	169 MSS	169 Tac Clinic	
	169 CES	169 Comm. Flt.	
	169 RMS	169 SP Flt.	
	169 MSF	169 Srvcs. Flt.	
	240 CCS	8169 Student Flt.	
	169 FW Hqs.:		FY 93-94 to FY 94-95
	169 Ops. Gp.	169 Fighter Gp.	
	157 FS	169 Logs. Gp.	
	169 Maint. Sq.	169 MSF OLA	
	169 Support Gp.	169 OSF	
	169 Medical Sq.	169 CES	
	169 Comm. Flt.	169 Logs. Sq.	
	169 SP Sq.	169 MSF	
	169 Srvcs. Flt.	240 CCS	
	8169 Student Flt.		
Assigned Units Lost:	None		
Units Detached:	169 TFG and 240 CCS to 9th AF, 4th TFW (P) , 10 USC, Sec. 673B, CSAF		
Units Relieved of Detached Status:	169 TFG and 240 CCS, 18 May 90, 10 USC, Sec. 673B, CSAF		

Appendix A Continued:

Station:

McEntire ANGB, Eastover, S. C.
Al Karj AB, Saudi Arabia, 30 Nov 90 to 18 May 91

Aircraft Flown:

157 TFS/FS: General Dynamics F-16A/B and F-16C/D
169 TFG/FW: McDonnell-Douglas C-130H
F-16A/B, April, 1983 to July, 1993.
F-16C/D, April, 1993 to December, 1995.

Awards and Decorations:

Emblem:

Appendix B
Roster of Key Personnel
(U) SOUTH CAROLINA AIR NATIONAL GUARD
 (by end state fiscal year, 1 July - 30 June)

Chief of Staff & Commander:

B. G. Francis D. Rogers , Jr.	FY 89-90
B. G. Phillip L. Latham	FY 90-91 to FY 93-94
Col. Jerry H. Risher	FY 94-95

Assistant Adjutant General for Air:

B. G. James H. Tuten	FY 89-90 to FY 91-92
B. G. Charles L. Blount	FY 92-93 to FY 94-95

ANG Assistant to Headquarters USAF:

B. G. Allen C. Pate	FY 89-90 to FY 92-93
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Headquarters, Director of Operations:

Col. Phillip L. Latham	FY 89-90
Col. Robert F. Gray	FY 92-93 to FY 94-95

Executive Support Staff Officer:

Col. Charles L. Blount	FY 89-90 to FY 91-92
Col. Robert P. Smart	FY 92-93 to FY 94-95

State Air Surgeon:

Col. James A. McFarland	FY 89-90 to FY 94-95
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169th TFG Commander:

Lt. Col. Jerry H. Risher	FY 89-90
Col. Jerry H. Risher	FY 90-91 to FY 93-94
Col. John W. Marshall, Jr.	FY 94-95

169th TFG Vice Commander:

Lt. Col. Walter N. Foster, Jr.	FY 89-90 to FY 91-92
Col. Walter N. Foster, Jr.	FY 92-93 to FY 94-95

240th CCS Commander:

Lt. Col. William S. Teer	FY 89-90 to FY 94-95
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169th Logistics Group Commander:

Col. Edwin W. Fisher	FY 93-94 to FY 94-95
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169th Operations Group Commander:

Col. John W. Marshall, Jr.	FY 93-94 to FY 93-94
Lt. Col. Charles W. Plunkett	FY 94-95

169th Support Group Commander:

Col. David V. Massey	FY 93-94 to FY 94-95
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Appendix B Continued:

Senior Enlisted Advisor:

CMSgt. James D. Lovette
CMSgt. Henry L. Crosby, Jr.
CMSgt. William N. Cobb

FY 89-90 to FY 91-92
FY 92-93
FY 93-94 to FY 94-95

Appendix C
Structure and Assigned Strength

(U) SOUTH CAROLINA AIR NATIONAL GUARD

(by state fiscal year, 1 July - 30 June)

<i>Unit</i>	FY 89-90		FY 90-91		FY 91-92		FY 92-93		FY 93-94	
	<i>Off</i>	<i>Enl</i>	<i>Off</i>	<i>Enl</i>	<i>Off</i>	<i>Enl</i>	<i>Off</i>	<i>Enl</i>	<i>Off</i>	<i>Enl</i>
SCANG Hqs.	12	11	10	10	14	12	14	10	14	10
169 TFG Hqs.	25	39	26	34	24	39	27	38		
169 Ops Group									1	1
169 Fighter Gp.									25	40
157 TFS	35	22	36	20	36	18	35	19		
157 FS									33	16
169 CAMS	8	535	6	504	7	501	9	512		
169 Logs. Gp.									3	13
169 Maint. Sq.									7	502
169 MSS	8	44	8	42	6	41	8	41		
169 MSF OLA									1	6
169 Support Gp.									1	2
169 OSF									5	11
169 Tac Clinic	13	22	14	22	15	20	16	21		
169 Med. Sq.									15	19
169 CES	6	131	6	128	7	130	7	123	7	134
169 Comm. Flt.	1	22	1	19	1	20	0	8	1	39
169 RMS	7	114	6	109	8	108	7	107		
169 Logs. Sq.									4	94
169 SPF	1	57	1	61	1	54	1	53		
169 SPS									1	58
169 MSF	1	34	2	32	2	33	1	33	3	30
169 Srvc. Flt.	2	33	2	32	2	28	2	31	3	34
240 CCS	9	198	9	197	8	183	7	186	9	199
8169 Stu. Flt.	3	34	3	13	1	23	1	37	2	27
Totals:	131	1,296	130	1,223	132	1,210	135	1,219	135	1,235

Appendix D

List of Supporting Documents

1. Report (U), "South Carolina Office of the Adjutant General Annual Report 1990-1991," 15 October 1991.
2. History (U), SCANG 169 CAMS, Al Karj AB, Saudi Arabia, "Operation Desert Storm, A History of the Squadron's Operations during the Persian Gulf War, January to May, 1991.
3. Report (U), SCANG, "Executive Summary 157th TFS/169th TFG Desert Shield/Storm," December, 1991.
4. Report (FOUO), SCANG 169th TFG/MA, P.A.K.-2, Monthly Maintenance Summary, "Desert Storm Edition," undated.
5. Letter (U), Major General T. Eston Marchant, TAG, "All SCNG Personnel," 28 December 1990.
6. Report (U), Major Jim Demeritt, Air National Guard Readiness Center ANGRC/XPP, "SATAF III 169th FG, McEntire ANGB, F-16C/D Block 52, 8-10 November 1993.
7. Letter/1 attachment (U), Lieutenant Colonel George R. Jernigan, III, 169th FG/DOT to ANGRC/DOT, "Training Classes for Conversion," 30 August 1993.
8. SCANG Syllabus F16CJSCTX (U), "169th FG Conversion Training Course F-16C/D (Block 52)," January 1994.
9. Captain Les Carroll, "First F-16C Presented to the 169th FG," SCANG News, February 1994.
10. Tech Sergeant Carroll L. Allen, "SCANG says goodbye to the A Model," SCANG News, December 1994.
11. History (FOUO), NGB/HO, "History of the Air National Guard, January 1992 to December 1994," March 1996.
12. Colonel Jerry Risher, "Commander's Corner," SCANG News, September 1992.
13. "169th TFG Reorganized," SCANG News, October 1978.
14. "NGB Changes Group Military Structure," SCANG News, September 1987.
15. ANG Programming Plan 93-1 (U), "ANG Objective Organization 'Framework for Tomorrow'," ANGRC, undated.